Wisconsin Department of Administration Division of Executive Budget and Finance DOA-2048 (R07/2000)

## Fiscal Estimate - 2001 Session

	Original		Updated		Corrected		Supple	mental	
LRB	Number	01-4305/1		Introd	luction Numbe	r A	B-732		
Subjec	et		•						
Fundin	g and applic	ation process fo	r TEA prograr	n					
Fiscal	Effect								
Local:	No Local Go ndeterminat I. <mark>M</mark> Increas	Existing tions Existing tions ew Appropriation vernment Costs e e Costs sive Mandator	Revei Decre Revei s 3. Increa y Permi	ease Existing	Increase Cabsorb wit  Decrease  5.Types of Lounits Affectatory  Towns	thin age Yes Costs ocal Go ted	ency's bu	dget No	
		sive Mandator			School Districts	11	WTCS Districts	i	
	ources Affe		a - '	· ·	Affected Ch. 20 Appropriatio				
<b>⊠</b> GP	R FEC	PRO	PRS	SEG SE	GS 				
Agenc	y/Prepared	Ву		Authorized S	ignature			Date	
DOT/ Dennis Leong (608) 266-9910				Carol Buckmaster (608) 267-6979				1/15/02	

## Fiscal Estimate Narratives DOT 1/16/02

LRB Number <b>01-4305/1</b>	Introduction Number	AB-732	Estimate Type	Original					
Subject									
Funding and application process for TEA program									

## **Assumptions Used in Arriving at Fiscal Estimate**

The Bill does not effect the current level of seg funds for the Transportation Economic Assistance (TEA) Program since the new funds will be from general obligation (GO) bonds. Since GO bonds are being proposed, there may be an impact to the state's GO capacity. The intent of the legislation is to have DOT pay debt service on the GO bonds with DOT funds, and this will have an impact on other department programs.

The requirement to accept applications on a year around basis would result in procedural changes and some costs in administering the program such as increases in travel, scheduling meetings, and compliance review. It is likely that the current TEA program can absorb these administrative changes and costs.

Local municipalities could be impacted if they apply and receive TEA grant funds since the program requires a 50% match for the cost of the transportation improvement needed to create or retain jobs and bring private investment to the community.

## **Long-Range Fiscal Implications**

The proposed legislation is for a one time increase of up to \$5 million beginning in fiscal year 2002-2003. Debt service payments will occur in future biennia.